

Business Men Can Save Many Hours



CROSS THE CONTINENT FROM San Francisco-Portland THE TRAINS DAILY FROM SAN FRANCISCO TWO TRAINS DAILY FROM PORTLAND. Only THREE DAYS to Chicago. Only FOUR DAYS to New York Pullman Palace Sleepers, Buffet, Smoking and Library Cars, with Barber Shop and Pleasant Reading Rooms Dining Cars (Meals a-la-carte). Free Reclining Chairs. Pullman Ordinary Sleepers. M. LOTHROP, General Agent. 185 Third Street, Portland, Oregon. W. HITCHCOCK, General Agent. No. 1 Montgomery St., San Francisco. S. L. LOMAX, G. P. & T. A., 1478 Omaha, Nebraska.

Hawaiian Tramways Co. Time Table. KING STREET LINE.

Waikiki to Town and Palama-Cars leave Waikiki at 6:45, 6:00, 6:15 and 6:30 a. m., and every 15 minutes thereafter until 11:00 p. m. The 11:15 and 11:45 p. m. go to RIFE Range only. Rife Range (Pawaa) to Town-Cars leave Pawaa at 5:04, 6:04, 6:19 and 6:34 a. m., and every 15 minutes thereafter until 11:19 p. m. Fort and King Sts. Corner for Palama-Cars leave at 5:18, 6:18, 6:33 and 6:48 a. m., and at 15-minute intervals thereafter until 11:33 p. m. Palama for Town and Waikiki-Cars leave at 5:08, 5:38, 5:53 and 6:08 a. m., and every 15 minutes thereafter until 10:23 p. m.; then at 10:53 p. m. The 11:08 p. m. from Palama runs to Pawaa only, except on Saturdays, when it goes to Waikiki. Fort and King Sts. Corner for Waikiki-Cars leave at 5:27, 5:57, 6:12 and 6:27 a. m., and at 15-minute intervals thereafter until 10:42 p. m.; then at 11:12 p. m. The 11:42 p. m. goes to Pawaa only, except on Saturdays, when it runs to Waikiki. Pawaa to Waikiki-Cars leave at 5:22 a. m. and every 15 minutes thereafter until 10:56 p. m.; then at 11:26 p. m. BERETANIA STREET AND NUUANU VALLEY. Punahou Stables to Town and Valley-Cars leave Punahou Stables at 5:30 a. m. for town only, and for Town and Valley at 5:40, 5:50, 6:10, 6:20, 6:40, 7:00 and 7:20 a. m., and thereafter at the even hour, at 10 minutes and at 30 minutes past the hour until 10:10 p. m. Oahu College for Town and Valley-Cars leave at 6:30, 6:50, 7:10 and 7:40 a. m., and thereafter at 20, 40 and 50 minutes past each hour until 9:50 p. m. Fort and Queen Sts. Corner for Nuuanu Valley-Cars leave at 6:15 a. m. and every 10 minutes thereafter until 11:35 p. m. Nuuanu Valley to Town-Cars leave Nuuanu at 6:10, 6:30 and 6:50 a. m., and at intervals of 10 minutes thereafter until 10:50 p. m. Fort and Queen Sts. Corner for Punahou-Cars leave at 6:05, 6:25, 6:45 and 7:05 a. m., and every 10 minutes thereafter until 11:05 p. m. The cars leaving at 5:35 and 45 minutes past the hour run to Punahou Stables; those leaving at 15, 25 and 55 minutes past the hour run to Oahu College. The last car for Oahu College leaves town at 9:25 p. m.

O. R. & L. Co. TIME TABLE. From and after JANUARY 1, 1902. TRAINS.

Table with columns for STATIONS, DAILY, and DAILY DAILY. Rows include Honolulu, Pearl City, Ewa Mill, Waialae, Waihi, and Kahuku.

LOTS FOR SALE In Kapiolani Park Addition and a Kalihl.

DAVID DAYTON 187 MERCHANT STREET. Public Typewriting by Miss Ella Dayton

HAWAIIAN ENGINEERING AND CONSTRUCTION CO. ENGINEERS AND CONTRACTORS. Rooms 508-510 Stangenwald Bldg. Tel. Main 50. P. O. Box 537. THE ORIGINAL HAWAIIAN QUINTET and GLEE CLUB. W. B. Jones, Manager. Music for all occasions. Leave orders at Haw. News Co. Music Dept., and at 113 Hack Stand.

Ten Minutes of Terror

A subterranean chamber shrouded in the mystery and silence of the night. This small and most private of all the rooms in the bank resembles nothing so much as a gloomy prison cell. The steel faces of the all-encircling vaults seem formidable walls. The small table in the center which constitutes, practically, all the furniture, is covered with a dark green cloth, whose heavy folds touch the floor on all sides. On the table is a porcelain inkstand and a solitary pen, blunted from the almost endless labor it has been put to during the day. This office of the head cashier is the most zealously guarded in the whole bank, for behind those massive walls, now slumbering beneath the dull glow thrown from the single ceiling light, lie great heaps of money.

He has remembered the smallest details of the directions given and will adhere to them strictly. To himself he says that the most difficult part is done. The essential feature was to penetrate the place. Favored by circumstance, that was accomplished, and his optimistic mind can now

irregular clapping sound, which soon resolves itself into the continuous grating of the cog wheel. The action of the thing reminds him of a mechanical toy that he had once when a child. Now he makes haste to escape. Standing before the door, he turns the serviette within his reach, he hears the

is fixed upon the design of the carpet. He wishes to move, but cannot; an invisible force nails him against the wall. His gaze, after having wandered, falls upon the brass of the cylinder from whence issues the terrifying, overpowering ticking, and he is unable to look elsewhere. Now he waits the moment of the explosion. Unconsciously, he has taken out his watch. Five minutes have already passed. The second hand turns with a mad rapidity, and yet the seconds seem interminable. He lifts his eyes, the brass cylinder seems to have grown—it has lengthened, broadened—it covers now the entire table. Still it grows; the table can no longer bear it—it invades the room, reaches the ceiling.

hover between his watch and the monstrous engines that are crushing him against the door. The face of the watch and the hands dance in a confused mass before his eyes. He falls to his knees, his eyes closed, his hands against his ears, that he may not hear the terrific explosion that he may not see. The next day they found the body of a man stretched on a pile of greenbacks close to the door—which was not locked! Near the body, on a small table, lay an engine, which was subjected to a careful examination at the municipal laboratory. The result showed conclusively that the machine could not under any circumstances, owing to a flaw in its construction, have exploded.



MRS. NORMAN E. MACK, NEW MEMBER OF THE WOMEN'S BOARD OF THE ST. LOUIS FAIR.

Mrs. Norman E. Mack, who has just been appointed the representative of New York state on the board of managers of the St. Louis World's fair, is the wife of Democratic National Congressman Mack, proprietor of the Buffalo Times. Mrs. Mack was a member of the women's board of the Pan-American exposition and is therefore familiar with the work.

conjecture nothing to prevent the balance of the well-laid plans being carried out. His eye falls on the brass cylinder lying so inoffensively on the table. It will only be necessary to declench the small spring that protrudes above the lid and nothing short of a miracle can prevent the blind mechanism from finishing its awful work. The fact has been impressed upon his mind. There will be a crushing of a glass tube, and then—a smile lights up his face, foreseeing the ensuing excitement—the terror-stricken mob—and he? Ah! he will be already far away, with the fortune in the serviette close beside him.

He does not move, but stands facing the impassable door, stunned, unable to think, to understand. And in the silence two distinct sounds are perceptible—the beating of his heart within his breast and near by on the table the uninterrupted ticking of the clockwork. The man turns, his eyes large with fear. He sees the brass cylinder from whence comes that regular sound and the full comprehension of his fate dawns upon him. A look of terror passes through his eyes. To attempt to stop the movement of the engine is out of question. The least jar would simply hasten the explosion. Of this he is absolutely certain. The door remains, but impenetrable, and, by profession, he knows that any attempt in that direction is futile. He would cry aloud, but a stupor paralyzes him. Besides, it would avail him nothing. No, he is condemned to die there, to die an atrocious death that he has himself prepared. No one could hear his call, and if by any chance the faint echo should attract some passerby it would be impossible for any one to reach him. In a few minutes all will be over.

Redfield, S. D., Sept. 5.—The pleasure of the hunting party of the Northwestern Railway officials, of which Theodore Roosevelt Jr. is a member, came near being marred by a serious accident yesterday. A gun in the hands of young Roosevelt was accidentally discharged and a portion of the charge pierced the clothing of A. C. Johnson, general traffic manager for Minnesota and the Dakotas, and tore away his coat on the left side. Fortunately none of the shot penetrated the skin, and the affair did not interrupt the hunting. Theodore was within six feet of Johnson when the accident occurred and had the gun been turned half an inch to the left the charge probably would have proved fatal.

British warships are to be painted green this season, in order to complete the tests of the best color for war purposes.



SCENES IN CORBIN PARK, NEW HAMPSHIRE, WHERE PRESIDENT ROOSEVELT WAS RECENTLY ENTERTAINED.

Corbin park, where President Roosevelt was so pleasantly entertained during his New England trip, is the great game preserve established by the late Austin Corbin. It is now leased by the Blue Mountain Game club, of which Senator Redfield Proctor is a member. The park consists of 20,000 acres securely fenced and stocked with deer, elk, moose, caribou, buffalo and all kinds of smaller game.

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Marconi Has Scored Another Success

New York, Sept. 11.—Word was received in this city today to the effect that Marconi had been remarkably successful in sending and receiving wireless telegrams on his trip up the Mediterranean. While aboard the man-of-war, which the Italian Government assigned to him, Marconi states that he sent and received messages across France and Spain and over the Alps and across the Mediterranean. The ship was lying off the coast of Italy, opposite Spezia. The remarkable part of it is that the messages were sent to the Kings of Spain and Italy and others received from the Kings and Ministers of these countries, and correctly reported on the wireless tape receiver. This is the first time that correct messages have been received on the tape for distances varying from 500 to 1100 miles. Marconi has been able to send signals further distances over the sea, but not messages. The messages were received by Marconi through the direct course of the Mediterranean tour direct from Poldhu, and had to pass over France and Spain and the Alps. Rome, Sept. 11.—Marconi, in an interview published here, declares he has completely solved the problem of sending wireless messages over a distance of more than 1500 miles, and that he is confident that communication between Europe and America will be established.

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